# MINING, BUSINESS AND STOCKS.

## OXIDIZED ORE IN THE MERCUR.

A 16-Foot Body Cut Through in the North End.

OPERATIONS IN ALTA CAMP.

**Regulator Discovery—The Week at Park City—Tintic Shipments—At the May.**

NO QUOTATIONS.
HOLIDAY.

It was stated by those who claim to know, that Capt. De Lamar desired the Mercur mine in order to supply the oxidized ores to mix with the base ores of the Golden Gate, which exist in large quantities. This being so it will be very gratifying to learn that another big body of oxidized ore has been opened up in the north end of the Mercur property. The management has been running three winzes to connect the Resolute and the Electric tunnels, the latter to be used for the conveyance of the Mercur ores to the big mill. Each of these winzes has cut through a 16-foot body of ore, the values of which are said to be very satisfactory.

### ITEMS FROM ALTA.

**The Grizzly Reported to Have Entered the Regulator Group.**

J. S. Johnson of the Regulator group at Alta came down from camp last night with reports from several properties. While sinking a shaft from the tunnel level he says he broke into the workings of the Grizzly company at a depth of about 200 feet. This has opened up good air connections. It also enables the company to reach some good ore, but Mr. Johnson says a great deal of ore has been taken out of the property.

Interesting developments are reported in Superior Gulch, where a big open crack is seen near the top of the mountain. Parties who started to work there last year are said to be meeting with much success. The ore occurs in bunches, but it is of excellent quality and it looks as if something sensational will be found farther in the mountain.

John Johnson is working a lease on the Frederick claim and is extracting some nice silver-lead ore.

### TINTIC ORE SHIPMENTS.

**An Excellent Showing is Made for the Month of August.**

Special Correspondence.

Eureka, Sept. 1.—The ore shipments from the Tintic district for the week ending today fell just a little below one hundred carloads. Of the ninety-eight cars of ore which found their way to the market from Tintic producers, thirty-three carloads, or about one-third of the week's output, came from that Tintic property which has caused so much comment in the past few years—the Centennial Eureka. The other bonanzas on this, the Eureka, side of the district came forward with their usual consignments making about fifty-eight cars from mines in the near vicinity of Eureka. Of the mines in the south end the Mammoth and Swansea were the principal shippers. The recent strike in the Yankee Consolidated, near the May Day and Humbug mines, if indications can be taken into consideration will place that property among the best of shippers before the lapse of many weeks. The shipment for the week, given in detail, is as follows:

| | Carloads. |
|---|---|
| Centennial Eureka | 23 |
| Bullion-Beck | 3 |
| Gemini (Keystone) | 11 |
| May Day | 3 |
| Godiva | 3 |
| Uncle Sam | 5 |
| Mammoth | 23 |
| Carisa | 2 |
| Star Consolidated | 6 |
| Alaska | 1 |
| Joe Bowers | 1 |
| Showers Consolidated | 1 |
| Swansea | 6 |

In addition to the above the following mill product was shipped, Mammoth mill, 3 cars concentrates, Eureka Hill mill 5 cars concentrates.

During the month of August the shipments from the Eureka end of the district amounted to 491 carloads, divided among the various mines as follows:

| | Carloads. |
|---|---|
| Centennial Eureka | 171 |
| Bullion-Beck | 40 |
| Gemini | 42 |
| Godiva | 12 |
| Uncle Sam and Humbug | 20 |
| May Day | 16 |
| Eagle and Blue Bell | 1 |
| Eureka Hill | 5 |
| Total from Eureka | 307 |

The mines in and around Mammoth sent out the following during the past month:

| | Carloads. |
|---|---|
| Mammoth | 78 |
| Grand Central | 28 |
| Ajax | 8 |
| Carissa | 9 |
| Star Consolidated | 8 |
| Total from Mammoth | 131 |

The following found its way to the market from shippers of Silver City and Diamond:

| | Carloads. |
|---|---|
| Swansea | 38 |
| South Swansea | 4 |
| Showers Consolidated | 2 |
| Alaska | 1 |
| Joe Bowers | 2 |
| Pic Nic | 1 |
| Tesora | 5 |
| Total | 53 |

In addition to the above the two mills of the district, now operating, sent out the following consignment of concentrates for August:

| | Carloads. |
|---|---|
| Eureka Hill mill | 20 |
| Mammoth mill | 10 |
| Total | 30 |

BULLION FOR AUGUST.

Mammoth mill, one bar. The total ore shipments from the Tintic district for the past month was 491 carloads, and the total number of concentrates 30 cars.

### PARK CITY ITEMS.

**Boilers for the Comstock — At the Silver King—Ore Shipments.**

In its review of the week at Park City the Record says: The two large Standard boilers from the Comstock mine up Thaynes canyon arrived over the Rio Grande Western this week, and Superintendent Hickey already has one of them at the hoist, in place and ready for the brick work. The other one went up today and will be in place tonight. Two cars of brick came in today over the Union Pacific, and the brick work will be put in motion at once. Other machinery will soon arrive for this plant. A winter of busy development work will be put in on this property. Mr. Hickey reports everything going along satisfactorily.

AROUND THE SILVER KING.

Foreman J. B. Fleming of the Silver King mill went down to Salt Lake Thursday to approve the order that was sent out from that city yesterday for the thirty-nine steel towers and one steel tension station for the Silver King aerial tram, the height of these towers having been determined upon. The framing of timbers for the new sampler was started yesterday and will be rushed with all speed. The contract for the lumber for the sampler and loading station, coal house, etc., has also been let. Over 600,000 feet of lumber will be required for these improvements, and the Summit Lumber company of Park City was awarded the contract for furnishing the material.

THE TANTAMOUNT.

Ed Berry returned Thursday from Snake creek district where he went to look over the Tantamount ground. The Tantamount is next to the Steamboat on the east and development work is now going on there. A good substantial cabin has been erected for the men, which was completed Tuesday, and with a force of three men work has been commenced in the face of the lower tunnel, now in sixty feet, where the ledge was cut at the footwall. From here it is proposed to crosscut to cut ledge at the hanging wall, and if it is not struck here they will return and drift to the contact. Some very good looking ore has been taken from the ledge, and it is the purpose to keep up development work until the winter snows drive the workmen out.

A force of twelve men is now at work clearing up, laying pipe and trackage on the 1,200 level of the Daly preparatory to the resumption of extensive prospecting and producing work in this property, which has been practically idle the past three years. Things are expected to be in shape by Monday, mine at Eureka, and will go down shortly to take charge.

Thomas Walden has accepted the position of superintendent of the Sunbeam.

Twelve bars of silver bullion were shipped to New York yesterday from the Marsac refinery. The metal came from Ontario ores. The bars average close to 1,200 ounces, 1,000 fine, each.

William Bogan was over from Snake creek the first of the week, returning Wednesday. He says considerable work is going on over his way. Nobody, however, has yet struck a bonanza, though they all expect to most any day.

ORE SHIPMENTS.

Following are the shippments of ore from the Mackintosh sampler for the past week:

| | Pounds. |
|---|---|
| Silver King | 1,485,000 |
| Daly-West | 1,255,000 |
| Anchor concentrates | 280,000 |
| Ontario | 175,000 |
| California concentrates | 24,000 |
| Total | 3,219,000 |

### DEMANDS EARNEST STUDY

**Gordon Land Presents a Big Scheme to Open Up Riches of Uintah Co.**

I met Gordon Land yesterday and he said: "If you've got a fresh and reliable map of the State let's spread it out for I want to show you something." It may be stated in passing, that Mr. Land is an old resident of Colorado and one of its most extensive travelers, as well as an engineer of wide repute. There's not a section which he hasn't explored, and having also been connected with the United States geological surveys has seen much of the country in the course of its scientific investigations. Coming to the office a map was obtained and from it a good many things were traced out. Continuing, he said: "I have just been down in Florence, where much of the current talk and speculation is over the new oil fields of Routt county, and the rest milling and smelting plants. They are taking tools and machinery over the range as fast as it can be transported, in a sort of feverish haste to open wells, secure ground and develop what are supposed to be the richest deposits of petroleum to be found in the Western country. But earnest as the search has been they haven't yet struck upon the better sections.

"Now, in this connection you will readily comprehend that little beyond prospecting can be done in any part of Routt or Rio Blanco counties until a railway is built to that region. Some time ago you and I had a talk over what were reported to be well considered and perhaps determinate plans of the Denver and Rio Grande company to build a line from Minturn, in Eagle county, to Steamboat Springs, in Routt, with an ultimate extension to Salt Lake. Now look over the country in which they could select a superb route on easy water grades to either or both points. Now, here's Minturn. They could branch north and west from there to the Piney, thence down to the Grand river, cross it and follow down the same stream to Egeria creek, up Egeria to Toponas, a town in Egeria park (which, by the way, is almost as level as a house floor), which would bring them to the headwaters of the great Yampah, thence down the Yampah to Green river in Utah, thence across the rich and beautiful Vernal valley to Park City and Salt Lake. I have been all over it on foot and on horseback. The Vernal valley is one of the loveliest places I have ever seen in this Western country, exceedingly fertile and productive, yielding grains and fruits of the best order. It is, moreover, a veritable paradise for stock growers and farmers. Such a line would take them through a wonderfully rich mineral country abounding in coal, oil, gold, silver and copper. The better parts have been occupied for years, but with the exception of stock-growing, which has always been a very profitable industry, there has been no incentive to develop the other resources because of distance from market.

**Visits the May Day.**

Ives E. Cobb returned last night from an inspection of the May Day at Tintic. He reports a great deal of ore in sight in a number of places. The account of the new strike was verified. A large body of good looking ore has been exposed. Sinking is still progressing and it looks as if the property should be a dividend payer before a great while.

A representative of the Tintic Miner has the following to say of the property: The visit was certainly a revelation. The amount of ore in sight is tremendous, and while the purpose of the work is now mainly the stripping of ore bodies and exploring new ground, still the company's exchequer will be swelled this week by the receipts from the shipment of five cars of first class ore. The working shaft is now down 35 feet below the 100 foot level and is going down as fast as two shifts with machine drills can send it.—Tintic Miner.

"The Escalonte or Blue Hills, along the base of which this line would naturally pass, are very rich in copper, supplemented with an abundance of wood, coal and water. Hayden's map shows it to embrace one of the largest carboniferous regions in Colorado. There all the elements required for the successful smelting of ores are found; immense quantities of silurian limestone, iron and all the fluxes in juxtaposition. There is copper everywhere in the Escalonte hills. The line would also pass through the enormous Gilsonite and Elaterite deposits on the borders of Colorado and Utah. Such a railroad line would open up a world of valuable things that only need the quickening impulse of rapid transit and open door markets to make that section one of the most productive quarters of the State.

"Again, easily reached by branches or spurs over easy grades, is the lower White River valley. From Piceance creek down the White to the Utah line in Rio Blanco county, the region contains great deposits of oil and natural gas. I speak with great positiveness of these things for I have seen them. In Coyote and Midland basins in Southern Routt, close to the Rio Blanco line, there are greater riches of this order than in any other part that I have observed.

"By a moderate grade from Minturn they would strike the Piney, as already stated. Thenceforward there are no serious difficulties. The grade throughout would in no case exceed 1 per cent. There is no desert, no ranges to cross, and the line to Salt Lake would be from 150 to 180 miles shorter than any existing route. If constructed as proposed above to the "Mormon" city, they could build a spur from Maybell to Meeker and Coyote basin. There is a fine wagon road through there now, or from the Bear south to Midland basin, which would open up all the lower White river. In passing down the Bear they would penetrate the Snake River valley, an immense coal region. I have seen outcrops there that were fourteen feet thick. Nor would such a line as I have hastily sketched be materially obstructed in winter. In summer it would equal, if not surpass, any other portion of the Rio Grande system in scenic attractiveness for tourist travel." If the reader will follow on any well-drawn map of the State the course thus outlined by Mr. Land he cannot fail to discover good reasons why some one of the Denver railroads, if not the Rio Grande, should adopt it and build into a country so abundantly filled with wealth producing resources, but which must lie fallow and barren until a enterprise of the character mentioned shall be consummated. And it is of the utmost importance to this city and its future that it be undertaken by Denver interests.—Denver Post.

### MINING NOTES.

The directors of the St. George Copper company held a meeting on Saturday afternoon at which it was decided to install a gasoline hoist and sink the shaft 225 feet below the tunnel level.

Eureka Republican: The Raymond is running a drift from the 700-foot level, which is in a considerable distance, and has encountered a vein of iron and black quartz, and altogether makes a good showing.

Eureka Republican: The R. G. W. is attracting considerable attention these days. Recent assays show some promising values in the tunnel, which recently cut some black quartz, and is now in 1,100 feet.

Eureka (Nev.) Sentinel: Prof. Fred D. Smith and party, who left here last week to inspect the Chainman mine, are reported to have taken possession of the property, and are industriously at work inspecting the ore bodies and making assays.

Tintic Miner: Thomas Kearns, David Keith and James Ivers, three of the best known of Park City mining men, were in the district Tuesday looking at some they have acquired here. Their main attention was paid to the Grand Central and Sunbeam.

Butte Mining World: J. H. Conrad, who is well known in the mining circles of Montana and the West, is seriously ill at Seattle, where he recently arrived from Cape Nome. It is reported that he is suffering from dropsy, and grave doubts are entertained as to his recovery.

The local sampling rooms of the American Smelting and Refining company will be closed down at the end of the month. Such is the purport of an edict issued by the manager of the Argentine plant which will affect the cyanide plants of Utah, Nevada, Idaho, Montana and other places which have hitherto sent their products to the Utah sampling rooms.

### CHICAGO MARKETS.

Chicago, Sept. 3.—Cattle—Receipts, 24,000, including 6,000 westerns and 1,600 Texans. Steady to 10 cents lower; butcher's stock steady. Good to prime steers, 5.60@6.10; poor to medium, 4.50@5.50; stockers and feeders, 3.25@4.75; cows, 2.80@4.50; heifers, 3.00@5.00; canners, 2.00@2.70; bulls, 2.60@4.50; calves, 5.00@8.00; Texas fed steers, 2.25@5.00; Texas grass steers, 3.25@4.20; bulls, 2.50@3.40.

Hogs—Receipts, 34,000; tomorrow 18,000; left over 2,760. Steady to a shade lower, closing stronger; top, 5.40. Mixed and butchers, 4.90@5.37½; good to choice heavy, 5.20@5.37½; rough heavy, 4.75@4.95; light, 5.05@5.40; bulk of sales, 5.10@5.30.

Sheep—Receipts, 24,000. Sheep steady, lambs 10 to 15 cents lower. Good to choice wethers, 3.60@3.80; fair to choice mixed, 3.40@3.65; western sheep, 3.45@3.80; Texans, 2.50@3.35; native lambs, 4.25@5.75; western lambs, 5.00@5.75.

### KANSAS CITY LIVE STOCK.

Kansas City, Sept. 3.—Cattle—Receipts, 10,000. Best grades steady, others weak to 10 cents lower. Native steers, 4.00@5.75; Texas steers, 2.55@5.15; Texas cows, 2.25@3.00; native cows and heifers, 1.90@5.00; stockers and feeders, 3.25@5.00; bulls, 2.75@3.90; calves, 4.25@5.75.

Hogs—Receipts, 3,000. Steady to shade lower. Bulk of sales, 5.10@5.15; heavy, 5.00@5.15; packers, 5.10@5.20; mixed, 5.10@5.15; light, 5.10@5.20; yorkers, 5.15@5.25; pigs, 4.50@5.10.

Sheep—Receipts, 2,000. Steady. Lambs, 4.50@5.00; muttons, 3.00@4.00.

### OMAHA LIVE STOCK.

Omaha, Neb., Sept. 3.—Cattle—Receipts, 5,600. Active, stronger; native beef steers, 4.60@5.80; western steers, 4.00@4.75; Texas steers, 3.40@4.35; cows and heifers, 10@15 cents higher, 3.00@4.40; canners, 1.75@2.85; stockers and feeders strong, 3.50@4.70; calves, 2.00@5.50; bulls, stags, etc., 2.25@4.25.

Hogs—Receipts, 2,700. Shade lower; heavy, 4.95@5.02½; mixed, 5.00@5.05; light, 5.02½@5.07½; pigs, 3.50@4.80; bulk of sales, 5.00@5.05.

Sheep—Receipts, 10,000. Steady to slow; wethers and yearlings, 3.20@3.60; stock sheep, 3.00@3.55; lambs, 4.00@5.00.

### DENVER LIVE STOCK.

Denver, Colo., Sept. 3.—Cattle—Receipts, 1,600. Market steady to strong. Beef steers, 3.75@4.50; cows, 2.00@3.50; feeders, freight paid to river, 3.00@4.50; stockers do., 3.50@4.60; bulls, stags, etc., 2.00@3.00.

Hogs—Receipts, 100. Market lower; light packers and mixed, 5.02½@5.07½; heavy, 4.85@5.00.

No sheep.

### ST. LOUIS WOOL MARKET.

St. Louis, Sept. 3.—Wool weak and tending lower.

## THE HOLIDAY WAS OBSERVED BY ALL

People Generally Gave Themselves Up to Pleasure Seeking.

BATHING, CLAMS, RACES, BALL

**Plenty of Amusements Furnished and the Resting Toilers Patronized Them Generously.**

Today the railroads were pretty well crowded with holiday excursion traffic into and out of Salt Lake and to the resorts, this being the last open public day at the latter. Out at Saltair there is a big crowd of bathers, and Lagoon has a lot of picnickers who have gone to participate in the clam bake, while Calder's Park has a number of sport lovers who went to see the races and enjoy the other amusements to be found there.

All the business houses were closed, most of them all day and some of them after the noon hour. The streets were pretty well crowded with people until the afternoon when most of them rushed out of town for pleasure. Threatening weather did not deter them in their search for enjoyment, but many of them had the foresight to carry along clothing suitable to protection in case of rain.

The railroad machinists went to Ogden and it was a big train that carried them to the junction city.

Taken all in all, the day was full of fun and the people, seeming to realize that it was the last holiday until Thanksgiving, gave themselves up to enjoyment of bathing, baked clams, horse races, bicycle races, ball games, etc., etc.

The observation of Labor day, which, by the way, is the only legalized national holiday that this country has, was therefore very general. The day being dedicated principally to the toiler, the wheels of industry and commerce were very generally stopped.

### SPIKE AND RAIL.

Baked clams a la Lagoon is the menu today.

A new time card will be in effect tomorrow on the Salt Lake & Ogden.

A special excursion train went to Ogden today over the Rio Grande Western.

Reports from Weiser say that there are Rock Island surveyors at work in Idaho.

General Agent Neslen is moving the Burlington offices into his commodious new quarters.

The Western expects to begin train service on the Marysvale extension on September 8th.

The Tabernacle choir will have a fine time at Ogden on the 7th. They will go over the Short Line.

The affair at Glenwood Springs is quite a lengthy one and gives promise of producing the usual result.

R. S. Ruble the new traveling passenger agent for the Union Pacific, has arrived and assumed his duties today.

A corps of engineers will leave immediately for Old Mexico, to begin contruction of seventy-five miles of the Kansas City, Mexico & Orient railway, between Port Stillwell, the proposed Pacific coast terminus, and Fuerto. The rough work will be performed entirely by Mexican laborers.

It is rumored that the Great Northern and the Northern Pacific and the Union Pacific railroads have entered into an agreement to cease unprofitable competition for transcontinental business and to strengthen rates to the normal figure. The three lines hope to force the Santa Fe, which lately has become one of the strongest competitors for transcontinental traffic, to be a party to the same.

M. W. McGrath, representing the contractors who will build the Denver & Rio Grande line from Texas Creek to White Mountain, left Santa Fe yesterday morning with 150 laborers, according to a dispatch received yesterday afternoon at the Rio Grande headquarters. He will go at once to Texas Creek, and it is said that within two weeks the contractors will have 2,500 men at work.—Denver Republican.

If the Los Angeles Terminal company builds an entirely new line from the coast to Salt Lake, it will make the mistake of bringing into the field of competition a line of less mileage and faster time. For every mile it constructs two will be added to the Utah & Pacific—and this line has a much shorter distance to go. Any contemplation which tends to leave the Union Pacific out of this situation is a decidedly blind one indeed.

Every wheel of rolling stock on the Kansas City, Fort Scott & Memphis railroad will be stopped for five minutes on Monday next, during the funeral of President E. S. Washburn, who died Saturday at Rye Beach, Me. The Memphis general offices and shops will be closed the entire day. The funeral services will be held at Rye Beach at 12:30 o'clock. The body will then be taken to Boston, where burial will take place the same afternoon.

The Michigan Central railroad last week took the place at the head of the list, which has been held for several weeks by the Erie, for having the heaviest grain traffic. Last week the Michigan Central carried eastward 231,000 bushels of grain to the Erie's 217,000 bushels. The Nickel Plate secured third place, with 276,000 bushels. The Grand Trunk carried 173,000 bushels, and the grain traffic of the other roads ranged from 50,000 to 100,000 bushels. Grain shipments from Chicago were not as large as during the preceding week by nearly 100,000 bushels, but flour shipments increased nearly 8,000 barrels.—Globe Democrat.

In Southern Pacific circles at San Francisco the greatest interest is being taken in the dispatches from New York to the effect that the Speyers, as representing the controlling stock in the Southern Pacific, intend to elect some man not connected with the company to the presidency. No definite information regarding the new president is obtainable out here, as the only two officials who would be likely to know anything about the subject, H. E. Huntington and J. C. Stubbs, are still in the East. Most of the officials in San Francisco, however, still incline to the belief that either H. E. Huntington or Charles H. Tweed will be made president.

Garrit Fort, the new assistant general passenger agent of the Union Pacific, it is said, will devote most of his time to the road. In the old days Samuel Hutchinson was general traveling passenger agent. When he was appointed assistant general passenger agent the position of general traveling passenger agent was abandoned. Mr. Fort succeeded Mr. Hutchinson, and it is said that his principal duties will be to meet the public. He has resigned as secretary of the Central Passenger association. Commissioner Donald pays him the following compliment, in a recent interview: "Mr. Fort's official connection with the Central Passenger association has been alike creditable to himself and to the organization. I regard his appointment an evidence of clever generalship by Mr. Lomax which will redound to the credit and advancement of the passenger interests of the Union Pacific."—Denver News.

When the Cool Evenings Commence

in early fall is a good time to cast glances at your coal bin. We are ready to send up your winter's supply now and give you your money back if it don't please you.

BAMBERGER COAL CO.,
161 MAIN ST.
SALT LAKE CITY.

### ENCAMPMENT.

National Guard of Utah Will Have Its Annual Roughing.

On tomorrow the National Guard of Utah will go into encampment for a period of eight days, under command of Brigadier General John Q. Cannon. The boys in blue will go into camp on the lower parade grounds at Fort Douglas in better fettle than ever before. They will have about all the outfits that may be seen in a similar camp of regular United States soldiers and the same rules and discipline will be observed as governs the regulars. Held's band will furnish the music and there will be regular parades, inspections, guard mounts, etc., that will keep the men busy while in camp.

**Cuts and Bruises Quickly Healed.**

Chamberlain's Pain Balm applied to a cut, bruise, burn, scald or like injury will instantly allay the pain and will heal the parts in less time than any other treatment. Unless the injury is very severe it will not leave a scar. Pain Balm also cures rheumatism, sprains, swellings and lameness.

CHILDREN GUESS!

The population of Salt Lake—a new $12.00 Standard Dictionary given the successful guesser. See the "News" advertisement.

Corn-huskers' sprained wrists, barbed-wire cuts and sprains, or cuts from any other cause, are quickly healed when BALLARD'S SNOW OINTMENT is promptly applied. Price 50 cents. Z. C. M. I. Drug Dept.

CHILDREN GUESS!

The population of Salt Lake—a new $12.00 Standard Dictionary given the successful guesser. See the "News" advertisement.

Thousands suffer with torpid liver, producing great depression of spirits, indigestion, constipation, headache, etc. HERBINE will stimulate the liver, keep the bowels regular, and restore a healthful buoyancy of spirits. Price, 50 cents. Z. C. M. I. Drug Dept.

TABLER'S BUCKEYE PILE OINTMENT is not a panacea, but is recommended for blind, bleeding or protruding piles, and it will cure the most obstinate cases. Price, 50 cents in bottles. Tubes, 75 cents. Z. C. M. I. Drug Dept.

WHITE'S CREAM VERMIFUGE is essentially the child's tonic. It improves the digestion and assimilation of food, strengthening the nervous system and restoring them to the health, vigor and elasticity of spirits natural to childhood. Price, 25 cents. Z. C. M. I. Drug Dept.

RUSH ORDERS

On job printing a specialty at the Deseret News. New and clean types throughout.

Take life as it comes, and make the most of all circumstances, but for a bad cough or cold, take BALLARD'S HOREHOUND SYRUP, the best known remedy for quick relief and sure cure. Price 50 cents. Z. C. M. I. Drug Dept.

CHILDREN GUESS!

The population of Salt Lake—a new $12.00 Standard Dictionary given the successful guesser. See the "News" advertisement.

Some of the Worst Cases of Dandruff

Have been cured by Schramm's Dandruff Cure.

Some of the worst cases of falling hair have been cured by

Schramm's Dandruff Cure.

But the latter trouble would not have been cured if the dandruff had not been removed first.

The dandruff would not have been removed permanently by washes or shampoos.

It required something to kill the germ that caused the dandruff.

One ingredient in Schramm's Dandruff Cure did it.

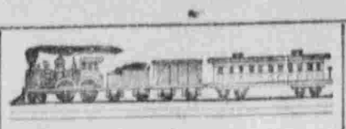
It will remove the disagreeable scurf from your head in the same way.

$1.00 per bottle.

F. C. SCHRAMM
Prescription Druggist.
Where the Cars Stop. McCornick Bldg

BUY THE GENUINE
SYRUP OF FIGS
... MANUFACTURED BY ...
CALIFORNIA FIG SYRUP CO.
☞ NOTE THE NAME.

TABLER'S BUCKEYE PILE OINTMENT
CURES NOTHING BUT PILES.
A SURE and CERTAIN CURE known for 15 years as the BEST REMEDY for PILES.
SOLD BY ALL DRUGGISTS.
Prepared by RICHARDSON MED. CO., ST. LOUIS.



OREGON SHORT LINE RAILROAD

TIME TABLE IN EFFECT JULY 11, 1900.

Trains will depart and arrive at Salt Lake City daily as follows:

DEPART.

For Ogden, Cache Valley, Omaha, Chicago, Denver, Kansas City, St. Louis ..... 7:00 a. m.
†For Garfield Beach, Tooele and Terminus ..... 7:45 a. m.
For Tintic, Mercur and Nephi ..... 7:55 a. m.
For Ogden, Butte, Portland, San Francisco and intermediate points ..... 9:45 a. m.
For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis and San Francisco ..... 12:30 p. m.
For Ogden, Denver, Kansas City, Omaha, St. Louis and Chicago ..... 6:40 p. m.
*For Provo, Sanpete, Milford ..... 6:00 p. m.
For Ogden, Butte, Helena, Portland, San Francisco ..... 10:50 p. m.

ARRIVE.

From Ogden, Chicago, Omaha, St. Louis, Kansas City and Denver ..... 5:30 a. m.
From Ogden, Portland, Butte, Helena, San Francisco ..... 9:05 a. m.
*From Milford, Provo, and intermediate points ..... 9:35 a. m.
From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco ..... 3:00 p. m.
†From Garfield Beach, Tooele and Terminus ..... 4:00 p. m.
From Ogden, Logan, Brigham, ..... 5:55 p. m.
From Tintic, Mercur and Nephi ..... 6:30 p. m.
From Ogden, Butte, Portland ..... 7:30 p. m.

*Trains south of Juab do not run Sundays.
†Daily except Sunday.

CITY TICKET OFFICE, No. 201 S. Main street.
S. W. ECCLES, Gen. Traffic Manager. D. E. BURLEY, Gen. P. and T. A.
W. H. BANCROFT, Vice-President and General Manager.

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THE OVERLAND LIMITED
THE FAST MAIL
THE ATLANTIC EXPRESS

A matchless trio of superbly equipped trains to all eastern points daily.

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F. B. CHOATE, General Agent.

THE RIO GRANDE WESTERN RAILWAY — GREAT SALT LAKE ROUTE

CURRENT TIME TABLE.

LEAVE SALT LAKE CITY:

No. 6—For Grand Junction, Denver and the East ..... 8 30 a m
No. 2—For Provo, Grand Junction and all points East ..... 3 15 p m
No. 4—For Provo, Grand Junction and all points East ..... 8 05 p m
No. 10—For Bingham, Lehi, Provo, Heber, Mt. Pleasant, Manti, Belknap and intermediate points ..... 7 50 a m
No. 8—For Eureka, Payson, Heber, Provo and all intermediate points ..... 6 00 p m
No. 5—For Ogden and the West ..... 9 45 a m
No. 3—For Ogden and the West ..... 11 00 p m
No. 1—For Ogden and the West ..... 12-noon
No. 43—For Park City ..... 8 00 a m

ARRIVE SALT LAKE CITY:

No. 5—From Provo, Grand Junction and the East ..... 9 30 a m
No. 1—From Provo, Grand Junction and the East ..... 11 45 a m
No. 3—From Provo, Grand Junction and the East ..... 10 00 p m
No. 9—From Provo, Heber, Bingham, Eureka, Belknap, Manti and intermediate points ..... 5 55 p m
No. 6—From Ogden and the West ..... 8 20 a m
No. 2—From Ogden and the West ..... 3 05 p m
No. 4—From Ogden and the West ..... 7 55 p m
No. 7—From Eureka, Payson, Heber, Provo and intermediate points ..... 10 00 a m
No. 41—From Park City ..... 6 45 p m

PERFECT DINING CAR SERVICE.

Sleeping Cars to Chicago Without Change.

Ticket Office, 103 West Second South, Postoffice Corner.

Salt Lake & Los Angeles Ry.

REGULAR TIME TABLE.

SALTAIR BEACH

Trains leave from R. G. W. depot.

| Leave Salt Lake | Arrive Salt Lake. |
|---|---|
| 10:30 a.m. | 1:00 p.m |
| 2:15 p.m. | 4:45 p.m |
| 4:15 p.m. | 6:45 p.m |
| 6:15 p.m. | 8:45 p.m |
| 7:15 p.m. | *10:45 p.m |

*Sunday's last train leaves Saltair at 9:15 p.m

W. J. BATEMAN, Gen. Manager.
WM. M'MILLAN, G. P. A.

LAGOON TIME TABLE.
Salt Lake & Ogden Railway.
IN EFFECT MAY 20, 1900.

| Leave Salt Lake. | LAGOON. | Arrive Salt Lake. |
|---|---|---|
| 7:00 a.m. | | 8:30 a.m. |
| 9:00 a.m. | | 10:40 a.m. |
| 11:00 a.m. | | 12:40 p.m. |
| 1:30 p.m. | | 3:00 p.m. |
| 3:30 p.m. | | 5:10 p.m. |
| 5:30 p.m. | | 7:10 p.m. |
| 6:30 p.m. | | 9:10 p.m. |
| 7:30 p.m. | | 11:10 p.m. |

Last train leaves Lagoon Sunday's at 9:30 p.m.

Extra trains on Sundays and Holidays run every hour in the afternoon and do not stop between Salt Lake and Lagoon.

ROUND TRIP 25 CENTS, including admission to grounds.

JNO. FOGARTY, Ticket Agent. S. BAMBERGER, Gen'l. Manager.

THE DENVER & RIO GRANDE R.R.

"Scenic Line of the World."

The only line having three daily Fast Express Trains and Dining Cars between Grand Junction and Denver. This is the popular route to Leadville, Cripple Creek, Pueblo, Denver and all points East.

S. K. HOOPER, G. P. & F. A., Denver, Colo.
B. F. NEVINS, Gen'l Agent. H. M. CUSHING, Trav. Pass. Agt.
Salt Lake City, Utah.

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Reaching the famous Hot Springs, Ark., "the Carlsbad of America;" also direct route to

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H. C. TOWNSEND, G. P. and T. A.
St. Louis, Mo.

Burlington Route

Why! Of course you have heard of the Burlington. Everybody has, nevertheless you will be surprised when you see the train, it's a wonder, and that dinner is immense, the meals cannot be excelled, the neatness of the napery, courteous waiters, cleanliness and service in general are appetizers. The improvements in track have made the Burlington almost noiseless. You can sleep in a sleeper, dine in a diner, smoke in a smoker, read in a library car and recline in a reclining chair car all under one roof. And to make this whole train go the Burlington have the largest engines in the West. They are as high as a house, as fast as a whirlwind, and weigh 84 tons each. You should go over this road to see and ride behind one of those monsters.

Two trains a day from Denver to the East. The Chicago Special leaving Denver at 4:00 p. m. The Vestibuled Flyer at 10:00 p. m. for all points East. Through sleepers daily, Ogden, Salt Lake, Provo to Denver, Omaha and Chicago via Rio Grande Western & Burlington Route.

Tickets at offices of connecting lines, Ticket Office, 214 So. W. Temple street, Salt Lake City.

R. F. NESLEN, General Agent.
C. P. PRUITT, Trav. Pass. & Freight Agent.

THE IMPERIAL LINE.

ILLINOIS CENTRAL — CENTRAL MISSISSIPPI VALLEY ROUTE — RAILROAD

OMAHA, CHICAGO,
ST. PAUL, MINNEAPOLIS.

DOUBLE DAILY SERVICE.

Wide vestibule equipment, "new throughout." Dining Cars, Free Chair Cars, Sleeping Cars and Buffet Library Smoking Cars. Ask Ticket Agents for tickets via

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For Passengers or Freight

L. L. DOWNING, Commercial Agent, Salt Lake City, Utah.
P. A. NASH, Gen'l Western Agt., Omaha, Neb.

Direct Route to Chicago

CHICAGO-UNION PACIFIC & NORTHWESTERN LINE

FASTER than any other route. "THE OVERLAND LIMITED," equipped with Palace Sleeping Cars, Buffet Smoking and Library Cars (with barber) and Dining Cars, meals "a la carte," LEAVES SALT LAKE CITY AT 12:30 p. m. DAILY. The Chicago Special leaves Salt Lake every evening at 6:40. First class equipment, including Free Reclining Chair Cars. The Atlantic Express leaves at 7:00 a. m. For tickets and reservations apply to ticket agents, or address C. A. Walker, Gen'l Agent Chicago & North-Western Ry., 206 S. Main St., Salt Lake City.

CHICAGO

Great Rock Island Route

Best Dining Car Service.
BUFFET LIBRARY SMOKER.
ELEGANT EQUIPMENT.
Chair Cars Free.